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Agencies in this issue—

Atomic Energy Commission
Civil Aeronautics Board
Consumer and Marketing Service
Customs Bureau
Federal Aviation Administration
Federal Highway Administration
Federal Housing Administration
Federal Maritime Commission
Federal Power Commission
Federal Trade Commission
Food and Drug Administration
Health, Education, and Welfare
Department
Internal Revenue Service
Interstate Commerce Commission
Justice Department
Land Management Bureau
National Park Service
Securities and Exchange Commission
Small Business Administration
State Department
Wage and Hour Division

Detailed list of Contents appears inside.



Just Released

LIST OF CFR SECTIONS AFFECTED

January-September 1967

(Codification Guide)

The List of CFR Sections Affected is published monthly on a cumulative basis. It lists by number the titles, parts, and sections of the Code of Federal Regulations amended or otherwise affected by documents published in the **FEDERAL REGISTER** during 1967. Entries indicate the exact nature of all changes effected. This cumulative list of CFR sections affected is supplemented by the current lists of CFR parts affected which are carried in each daily **FEDERAL REGISTER**.

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(Codification Guide)

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Chapter I—Internal Revenue Service,
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SUBCHAPTER A—INCOME TAX

[T.D. 6926]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

Date of Sale in the Case of Short Sales of Stock or Securities at a Loss

Correction

Paragraph 3 of F.R. Doc. 67-9300, 32 F.R. 11468, should read as follows:

PAR. 3. The amendment is effective for taxable years beginning after December 31, 1953, and ending after August 16, 1954, except that the special rule treating the date of entering into a short sale as the date of sale shall be applied only in the case of short sales entered into after May 2, 1967.

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 7927, Amdt. 39-506]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Model BAC 1-11 200 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring the modification of the No. 2 Auxiliary Hydraulic System Thermal Relief Valve to provide a thermal relief device on British Aircraft Corp. Model BAC 1-11 200 Series airplanes was published in 32 F.R. 11882.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BRITISH AIRCRAFT. Applies to Model BAC 1-11 200 Series airplanes. Compliance required as indicated, unless already accomplished.

To prevent failure of the Thermal Relief Valve installed in the No. 2 Auxiliary Hydraulic Power System, introduced by Modifi-

cation PM 1653, and to provide an adequate thermal relief device in all airplanes, accomplish the following:

(a) For Post Modification PM 1653 airplanes, within the next 200 hours' time in service after the effective date of this AD, and thereafter at intervals not to exceed 200 hours' time in service from the last inspection, check No. 2 Auxiliary Hydraulic System Thermal Relief Valve for satisfactory functioning in accordance with BAC One-Eleven Service Bulletin 29-A-PM 2758, Issue 2, or later ARB-approved issue, or FAA-approved equivalent.

(b) For Post Modification PM 1653 airplanes, within the next 600 hours' time in service after the effective date of this AD, and thereafter at intervals not to exceed 600 hours' time in service from the date of the last inspection or when a low maximum pressure is indicated in the No. 2 Auxiliary Hydraulic System or emergency elevator power system, conduct a bench test of Thermal Relief Valve P/N AIR 91186/2 in accordance with British Aircraft Corp., Ltd., BAC One-Eleven Alert Service Bulletin No. 29-A-PM 2758, Issue 2, or later ARB-approved issue, or FAA-approved equivalent.

(c) If defective parts are found during the inspections provided for in paragraphs (a) and (b), either modify the hydraulic system in accordance with paragraph (d), or replace the defective part with a serviceable P/N AIR 91186/2 and continue the inspections required by paragraphs (a) and (b).

(d) For Post Modification PM 1653 airplanes, within the next 1,800 hours' time in service after the effective date of this AD, remove Thermal Relief Valve P/N AIR 91186/2, Conduit Guide P/N AB58A3967, and Pipe P/N AB58/48/2675, and rework Lockheed Non-Return Valve P/N 91178 to the standard of Choke Valve Assembly P/N AB48A1427 in accordance with British Aircraft Corp., Ltd., BAC One-Eleven Service Bulletin No. 29-PM 2758, Part C, or FAA-approved equivalent.

(e) For Pre Modification PM 1653 airplanes, within the next 1,800 hours' time in service after the effective date of this AD, rework Lockheed Non-Return Valve P/N AIR 91178 to the standard of Choke Valve Assembly P/N AB48A1427 in accordance with British Aircraft Corporation, Ltd., BAC One-Eleven Service Bulletin No. 29-PM 2758, Part B, or FAA-approved equivalent.

(f) The repetitive inspections required by paragraphs (a) and (b) of this AD may be discontinued when modifications in accordance with paragraph (d) of this AD have been accomplished.

This amendment becomes effective December 4, 1967.

Issued in Washington, D.C., on October 30, 1967.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

EDWARD C. HOBSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 67-13040; Filed, Nov. 3, 1967; 8:47 a.m.]

[Docket No. 8346; Amdt. 39-507]

PART 39—AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Model BAC 1-11 200 and 400 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring periodic inspection of the lower sidestay pin retaining bolts for cracks on British Aircraft Corp. Model BAC 1-11 200 and 400 Series airplanes was published in 32 F.R. 12066.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BRITISH AIRCRAFT. Applies to Model BAC 1-11 200 and 400 Series airplanes which incorporate Modification PM 1558 part (c). Compliance required as indicated unless already accomplished.

To prevent fatigue damage of the lower sidestay pin retaining bolt, P/N AC43-267, accomplish the following:

(a) Within the next 200 landings after the effective date of this AD or before the accumulation of 5,000 landings, whichever occurs later, and thereafter at intervals not to exceed 5,000 landings from the last inspection, inspect the main landing gear lower sidestay retaining bolts, P/N AC43-267, for cracks, using the magnetic particle procedure or an FAA-approved equivalent, in accordance with British Aircraft Corp. BAC 1-11 Alert Service Bulletin 32-A-PM 2898, Issue 1, dated April 14, 1967, or later ARB-approved issue, or an FAA-approved equivalent.

(b) If defective retaining bolts, P/N AC43-267, are found during the inspection required by paragraph (a), before further flight replace the bolts with serviceable bolts of the same part number or new bolts, P/N AC43-399, in accordance with BAC 1-11 Service Bulletin No. 32-PM 2898 Revision 1, dated April 10, 1967, or later ARB-approved issue, or an FAA-approved equivalent.

(c) Before the accumulation of 15,000 landings, replace retaining bolts, P/N AC43-267, with serviceable bolts of the same part number or new bolts, P/N AC43-399. If bolts P/N AC43-267 are used as replacement bolts, inspect the bolts at intervals not to exceed 5,000 landings in accordance with paragraph (a) and replace the bolts at intervals not to exceed 15,000 landings.

(d) The repetitive inspections and replacements required by paragraphs (a) and (c) may be discontinued after the new bolts, P/N AC43-399, are installed. Retaining bolt P/N AC43-399 does not have a service life limitation.